STATE OF CALIFORNIA
Bid Specification
SEDAN, LAW ENFORCEMENT, REAR WHEEL DRIVE, HIGH SPEED POLICE PURSUIT/INTERCEPTOR

1.0 SCOPE:

This specification describes the State of California minimum requirements for a rear wheel drive automobile to be used in high speed highway traffic and general law enforcement work. The vehicle will at times be operated at speeds in excess of 100 miles per hour for both short and long durations. It will be driven on all types of roads, and road surfaces and at altitudes ranging from approximately 200 feet below sea level to 10,000 feet above sea level. Ambient temperatures to which the vehicle will be exposed will range from approximately 0°F to 120°F.

The manufacturer shall use components, materials and design practices that are the best available in the industry for the type of operational conditions to which the vehicles will be subjected. Engine, transmission, driveline, differential, brake, suspension, wheel, tire and other component parts of the vehicle shall be selected to give maximum performance, service life, as well as safety and not merely meet the minimum requirements of this specification. Where necessary, the component parts shall exceed the usual quantity, quality, or capacity generally supplied with standard production vehicles in order to withstand the unusual strain, exposure, temperature, wear and use required for a police application.

2.0 RULES AND REGULATIONS:

Vehicles shall comply with all applicable California Vehicle Code (CVC), Code of Federal Regulations, Title 49, “Federal Motor Vehicle Safety Standard” (FMVSS) and California Code of Regulations, Title 13, “Motor Vehicles” rules and regulations (except emissions regulations). Vehicles shall also comply with Society of Automotive Engineers (SAE) J 1100, “Motor Vehicle Dimensions” in addition to all other applicable SAE standards. In addition, all vehicles shall comply with all other Federal and State rules, regulations and safety standards applicable to the vehicle type in effect on the date of the opening of the invitation for bid. Vehicles shall meet 50 State emissions requirements that allow the resale of these vehicles to the general public as originally equipped upon emergency vehicle “service life” completion.

3.0 VEHICLE CERTIFICATION:

< All vehicles shall be **certified by the manufacturer as a** “Police Pursuit/Police Interceptor” and shall be suitable for high-speed pursuit or emergency driving. All vehicles shall meet the following minimum specifications:

4.0 REQUIREMENTS

4.1 **General:** Each vehicle shall be new (unused), current model year production. Each vehicle shall be supplied with all equipment and accessories indicated as standard equipment in the manufacturer’s published literature unless specifically deleted as stated in this specification.

Optional equipment necessary to meet the requirements of this specification shall also be installed.

<4.2 **Engine:** The engine shall be **a manufacturer's "Police Package" version** equipped with altitude compensating electronic fuel injection.

< The engine shall have a displacement, to be determined by the manufacturer, sufficient so that all performance requirements described in Section 1.0, Scope and Section 4.27, Performance Requirements are achieved.

The engine shall be designed to operate knock free at all engine and vehicle speeds on unleaded fuel with a minimum octane rating of 87 (RM + MM ÷ 2).

4.3 **Engine Oil Cooler:** An auxiliary engine oil cooler shall be installed as necessary to maintain oil operating temperatures not to exceed 300°F, maximum.

4.4 **Fuel Supply System:** The fuel supply system shall be of such a design to eliminate vapor lock when the engine is operating in high ambient temperatures or during periods of extended idling.

4.5 **Fuel Tank:** The fuel tank furnished shall be the largest capacity available.

4.6 **Cooling System:** The cooling system shall be liquid pressurized, forced circulation type. The manufacturer shall provide the heaviest duty cooling system components and recovery system applicable to the model offered. The cooling system design and capacity shall maintain the engine at optimum temperature, under all operating conditions specified, without any loss of coolant or overheating of engine and components. The cooling system shall be free of contaminants that may affect cooling system component longevity and performance. Optimum engine temperature shall be maintained with the vehicle loaded to the vehicle manufacturer's published maximum gross vehicle weight rating (GVWR) and continually operated in all operating environments described within the scope of this specification.

The coolant recovery system shall be of a closed design to prevent air from entering the radiator. The coolant recovery tank shall be of sufficient capacity to prevent loss of fluid from the coolant recovery tank and/or entry of air into the cooling system under all operating conditions. The coolant recovery tank shall be a vented unbreakable translucent reservoir with visible fill level indicator markings.

All radiator, bypass and heater hoses shall be made of ethylene propylene rubber (EPDM) or reinforced silicone rubber. Hoses shall not collapse under any operating condition. The hose clamps on the engine cooling and vehicle heating system hoses shall be the steel metal band type.

4.7 **Electrical System:** The electrical system shall be 12 volt negative ground. All wiring shall include weather proof connectors. The electronic fuel management/ignition system shall be designed as to not be affected by a 100 watt, 35-50 MHz, or a 450 miliwatt, 150-174 MHz radio system installed in the vehicle or a 6 watt, 138-174 MHz portable radio in the immediate vicinity and in the transmit mode.

The vehicle battery shall be the optional heaviest duty type available, compatible with the vehicle charging system and intended for police service. The vehicle battery shall have a minimum of 720 cold cranking amps, with a manufacturing date not exceeding six (6) months prior to vehicle delivery. Vehicles will not be accepted with batteries exhibiting less than 90 percent of full charge at time of delivery.

The generator/alternator shall be the highest capacity optional generator/alternator listed in the manufacturer's current police package brochure applicable to the vehicle bid. It shall have a minimum 160 amp output.

The accessory drive shall be a serpentine type with a self-adjusting tensioner that will drive all accessories with one belt.

4.8 **Transmission:** The transmission shall be fully automatic transmission equipped with auxiliary transmission fluid coolers, if necessary, to maintain oil operating temperatures not to exceed 275°F, maximum.

4.9 **Steering:** The steering shall be power assisted. The power steering system shall be equipped with a fluid cooler, if necessary, to maintain power steering fluid operating temperatures not to exceed 300°F, maximum.

4.10 **Brakes:** The brakes shall be power assisted and feature an anti-lock brake system (ABS). All four wheels shall be equipped with disc brakes. Friction material shall be designed for police applications.

4.11 **Wheels and Tires:** Each vehicle shall be supplied with five (5) matching wheels and tires. One (1) of the five (5) shall be a matching full size wheel and spare tire. A space saver type spare tire is not acceptable. The wheels shall have a safety ridge rolled into the rim or otherwise designed to prevent the tire from separating from the wheel in the event of a flat. Wheels shall be steel or aluminum alloy designed for police applications. Lug nuts shall be covered with a center cap. Manufacturer's standard Tire Pressure Monitoring System shall be supplied. If a tire pressure activation tool is needed to reset the light on the tire pressure monitoring system, one tool shall be provided for each vehicle as part of this requirement. (i.e. Rotunda part number 8C2Z-1A203-A for the Ford Crown Victoria).

The vehicle manufacturer shall test and certify tires as acceptable for original equipment and replacement installation on the police package vehicle specified in this invitation for bid. It is recommended that the vehicle manufactures certify as many tire brands as possible to be compatible with their vehicle.

The tires installed on the vehicle (including spare) shall meet the requirements listed in the Code of Federal Regulations (CFR), Title 49, Chapter V, Part 575.104, Uniform Tire Quality Grading Standards.

< ***Any wheel weights used shall be "non-lead" type.***

4.12 **Suspension:** The front and rear suspension including shock absorbers shall be designed for police work. Front and rear stabilizer bars are required. The State will mount a push bumper weighing approximately 52 pounds on the front of the car and approximately 200 lbs. of equipment will be carried in the trunk at all times.

4.13 **Differential:** The differential shall be the conventional type, ring and pinion gears, with a ratio designed to give the best overall performance for the transmission and tire size installed on vehicle. The gear ratio shall be the same on all vehicles.

4.14 **Radio Suppression:** All electrical equipment shall be shielded to minimize radio interference in the 35 to 50 megahertz range and the 138 to 174 megahertz ranges.

The entire electrical system shall be designed so that not more than 2.5 microvolt input to the receiver will be required to produce at least 20dB quieting at the receiver, when tested in accordance with Exhibit A, Figures 1 and 2, for all engine speeds from idle to full throttle and with the radio and antenna mounted and in service. This requirement shall be met without the use of any receiver extender, noise blanker or impulse noise suppression type circuitry.

With the engine stopped, the radio receiver shall require not more than 0.35 microvolt for 20dB quieting measured as shown on Exhibit A, Figure 1, Step 1.

4.15 **Body:** The body shall be a four door sedan with center post. A vinyl type protective side molding shall be installed on the vehicle (as offered by the manufacturer) except on the front doors. This is to permit installation of the Agency insignia (33" long by 20" high) without trim interference. The wheel wells shall be so constructed that SAE Class "S" style tire chains may be installed in a conventional manner, without clearance problems and without causing body or structural damage to the vehicle (SAE specification J1232).

The front door side molding(s) shall be supplied with mounting hardware for installation by the Agency when the vehicle is taken out of service. Rear deck lid emblems and trim must be removed to permit the installation of Agency decals if requested by the agency at the time of the purchase order. All emblems and trim removed shall be furnished to the Agency in bulk pack.

4.16 **Exterior Color:** The body shall be painted manufacturer's gloss black. The roof panel and lower portion of both front doors below the window belt line shall be painted manufacturer's gloss bright white. After factory applied paint to accomplish the white portion of the two-tone paint scheme is acceptable if factory applied black and white two-tone paint configuration is unavailable from the manufacturer.

Other standard paint colors and paint schemes selected from the manufacturer's published listing of factory available colors shall be made available to the ordering agency for no additional cost. The agency will identify the paint color and scheme on the purchase order.

4.17 **Interior/Seat Upholstery:** Front seats shall be bucket type accommodating a center console. The driver's seat shall be power adjustable and shall be designed for maximum comfort, support and
< durability. **The front and rear seat shall be the manufacturer's standard upholstery.**

4.18 **Steering Wheel:** A tilt steering wheel is required.

4.19 **Speedometer:** The vehicle described in this specification will be used in law enforcement and speedometer accuracy is essential. The speedometer shall be calibrated and be accurate within two (2) miles per hour at speeds from 15 to 100 miles per hour of the true vehicle speed, within the environmental operating conditions specified in Section 1.0 Scope. The dial face shall be marked up to a minimum of 140 miles per hour. The design of the speedometer shall be such to insure accuracy throughout the life of the vehicle. The face markings shall be in increments no greater than two (2) miles per hour. The face shall contain the wording "Certified Speedometer," or other wording to indicate that speedometer accuracy is certified, or a letter of certification of accuracy shall be provided with each unit. The bidder shall specify the size, brand and model of tires for which the speedometer is certified. The speed indicator pointer shall not cover more than a two mile per hour section of the scale.

4.20 **Radio:** The vehicle shall be supplied without the factory radio. After-factory dealer removal of the factory radio to accomplish the radio delete requirement is acceptable.

All vehicles shall include an OEM cover plate for the AM/FM radio opening if available from the manufacturer. After-factory dealer installed radio cover plate shall be supplied in lieu of the OEM cover plate if OEM cover plate is unavailable from the manufacturer. All radio cover plates shall be compatible with dash/console material and color.

4.21 **Radio Speaker:** Vehicle shall be factory equipped with at least two (2) front mounted radio speakers.

4.22 **Spotlights:** The vehicle shall be supplied with a factory installed spotlight accommodation package for each side of the vehicle including predrilled "A" pillar posts and any required door/door weather-strip modifications.

4.23: **Hood-Latch Release:** The hood latch release shall be mounted inside the front passenger compartment so that the hood can not be readily opened from outside the vehicle. The release shall be readily accessible to the seated driver.

4.24 **Floor Covering:** The floor covering of the front and rear floor may be standard rubber or carpet. The color shall be keyed to the upholstery color. OEM floor mats shall be included.

4.25 **Rear Deck Lid Release:** The rear deck lid release shall be mounted in a location readily accessible to the driver. Dealer modification to meet the requirement for a rear deck lid release in a location readily accessible to the driver is acceptable however no holes may be left as a result of the modification.

4.26 **Miscellaneous Equipment:** The vehicle shall be equipped with the following miscellaneous equipment:

- Fresh air type heater and defroster. Refrigeration air conditioning of a size and type recommended and installed by the manufacturer of the vehicle. Vehicle air conditioning system shall include any components required to protect the compressor from excessively high head pressure.
- Intermittent windshield wiper system.
- Fuel level and water temperature indicator gauges.
- 12-volt DC power outlet in front compartment.

< Ballistic Door Panels, must meet threat level 3a or better.

< Cruise Control.

- Dual electric horns or dual note horn.
- Halogen headlamps, high and low beam.
- Map/dome/courtesy light(s) which provide the following functions:
  - o When vehicle front doors are opened, none of the interior map/dome/courtesy light(s) shall illuminate automatically.
  - o At least one map/dome/courtesy light shall be manually operated by the driver to illuminate the lap of the seated driver.
- Quick release style driver's side inside door handle to allow the driver's door to be unlocked by pulling on the inside handle.
- Driver and front passenger front impact air bag.
- Driver and front passenger side impact air bag.
- All four (4) doors shall contain power locking and unlocking mechanisms controlled by switches located on the driver's side door control panel.
- All four windows shall be power actuated and controlled from the driver's side door control panel with a lockout feature to prevent other windows from being operated when locked out by the driver.
- Rear window defogger/defroster on a separate switch.

- The vehicle shall use the same single key for ignition, door, trunk and glove box (if vehicle includes). A set of four (4) total keys shall be supplied for each vehicle. Each vehicle shall be keyed individually.
- Arm rests on each of the four (4) doors (arm rests in rear passenger compartment may be mounted on other than the door if vehicle is so designed).
- Left and right remote control outside mirrors. Similar in appearance and mounted on left and right front doors. Both mirrors shall be controllable from the driver's seat.
- Windshield and all windows shall feature tinted glass.
- Light in trunk with trunk lid actuated switch.
- Standard tool kit including wheel changing tools and jack adequate to safely lift the vehicle.

<4.27 Performance Requirements: See attachment 1 of these specifications for testing methodology.

4.27.1 All vehicles shall have a top speed of not less than 120 MPH.

4.27.2 All vehicles delivered against this specification shall be capable of sustained high-speed operation at wide open throttle for a minimum of 25 miles without damage to the power train.

4.27.3 All vehicles shall meet the following acceleration requirements.

The following acceleration tests are to be performed on level ground at nominal sea level elevation:

- **0 to 60 miles per hour in 10.0 seconds or less.**
- **0 to 100 miles per hour in 29.0 seconds or less.**
- **50 to 100 miles per hour in 22.0 seconds or less.**
- **Attain a speed of 120 miles per hour within a distance of two (2) miles.**

The following acceleration test will be performed on level ground at approximately 6,000 feet of elevation:

- **0 to 60 miles per hour in 13.0 seconds or less.**

4.27.4 All vehicles shall meet the following braking requirements.

Test Methodology

- **All tests will be performed on a level, dry, paved surface.**
- **Four (4) maximum braking effort stops, with anti-lock brake system (ABS) activated (operating), will be made from a speed of 90 miles per hour.**
- **The stops shall be at two (2) minute intervals. Between stops, the vehicle will be driven in order to aid cooling of the brakes.**
- **Stopping distance and the ability to stop in a straight line (i.e. without noticeable brake pull to the right or left) and within its own lane will be evaluated.**
- **With the vehicle stopped for approximately five (5) minutes after the above test, the test will be repeated.**

- **Stopping distance and the ability to stop in a straight line (i.e. without noticeable brake pull to the right or left) and within its own lane will again be evaluated.**
- **Any vehicle that fails to remain within its own lane during the course of this test shall not be acceptable.**
- **The stopping distance of each of the eight (8) stops will be combined to calculate the average stopping distance of the vehicle.**
- **The average maximum acceptable stopping distance from 90 – 0 miles per hour shall be no more than 350 feet.**

Fade Resistance

- **The vehicle shall be subjected to a simulated pursuit course approximately four (4) miles in length and approximately seven (7) minutes in duration.**
- **The course is comprised of a highway and city pursuit scenario.**
- **The vehicle will be subjected to three (3) 70 mile per hour full ABS stops followed by not more than twenty (20) "slow and clear the intersection" brake applications while traversing simulated city street. The "slow and clear the intersection" brake applications will be at speeds of less than 10 miles per hour.**
- **There will be no cool-down period between brake applications.**
- **Any vehicle that exhibits brake fade during the course of this test shall not be acceptable.**

The State reserves the right to test the performance of any 2009 and later model year vehicle offered to confirm the vehicles ability to meet the acceleration, top speed and braking performance requirements as described herein.

Attachment 1 Acceleration and Top Speed Testing Methodology

GENERAL INFORMATION

The Test Vehicle will be tested as a slick-top (no overhead lights or light bar) and without “A” pillar mounted spotlights. Remember that once overhead lights, spotlights, radio antennas, sirens, and other emergency equipment are installed, overall performance may be somewhat lower than what is reported in this document.

TEST EQUIPMENT

The following test equipment will utilized during the top speed, acceleration, and braking portions of the evaluation program.

DATRON TECHNOLOGY, INC., 5-6 Potters Lane, Kiln Farm, Milton Keynes MK11 3HE

DLS1 Sensor – Optical non-contact speed and distance sensor
Serial number:

DAVIT Interface Bus to link directly to any laptop computer.

HEWLETT-PACKARD COMPANY, 3000 Hanover Street, Palo Alto, CA. 94304-5518

Compaq Armada 1750 (Laptop) – 6400/T/10000/D/M/1
Pentium Pro / 64.0 MB RAM / Microsoft Windows 95 Operating System
Serial Number: 3J9BCL34520X

DLSX Software – Version 4.11 (02/20/97)

SERENA INDUSTRIES, INC., 1180-A Aster Avenue, Sunnyvale, CA. 94086-6804

Model 615 digital display “HOT LAP” receiver with a coded infrared light transmitter.

TEST VEHICLE DESCRIPTION

MAKE:	**MODEL:**
	VIN:

ENGINE DISPLACEMENT	**CUBIC INCHES:**		**LITERS:**
FUEL SYSTEM			**EXHAUST:**
HORSEPOWER (SAENET)			**ALTERNATOR:**
TORQUE			**BATTERY:**
COMPRESSION RATIO			
TRANSMISSION	**MODEL:**	**TYPE:**	
	LOCKUP TORQUE CONVERTER?		
	OVERDRIVE:		
AXLE RATIO			
STEERING			
TURNING CIRCLE (CURB TO CURB)			
TIRE SIZE, LOAD & SPEED RATING			
SUSPENSION TYPE (FRONT)			
SUSPENSION TYPE (REAR)			
GROUND CLEARANCE, MINIMUM			**LOCATION:**
BRAKE SYSTEM			
BRAKES, FRONT	**TYPE:**		**SWEPT AREA:**
BRAKES, REAR	**TYPE:**		**SWEPT AREA:**
FUEL CAPACITY	**GALLONS:**		**LITERS:**
GENERAL MEASUREMENTS	**WHEELBASE:**		**LENGTH:**
	TEST WEIGHT:		**HEIGHT:**
HEADROOM	**FRONT:**		**REAR:**
LEGROOM	**FRONT:**		**REAR:**
SHOULDER ROOM	**FRONT:**		**REAR:**
HIP ROOM	**FRONT:**		**REAR:**
INTERIOR VOLUME	**FRONT:**		**REAR:**
	COMBINED:		**TRUNK:**
EPA MILEAGE EST. (MPG)	**CITY:**	**HIGHWAY:**	**COMBINED:**

TOP SPEED & ACCELERATION TESTING

TOP SPEED TEST OBJECTIVES

The objective of the top speed test is to determine the vehicle's top speed within a distance of two miles from a standing start.

The test will be conducted on the I-505 freeway between Russell Blvd. and Road 29a utilizing the Datron DLS1 Sensor and a laptop computer. Three marked patrol vehicles will be utilized to provide traffic control. Two tests will be conducted in the northbound direction and two in the southbound direction to allow for wind direction. See map of test area below.

DATE(S) OF TEST:	
LOCATION OF TEST:	**I-505 Freeway (Northbound & Southbound)**
WEATHER CONDITIONS:	
WIND FACTOR:	
APPROXIMATE TEMPERATURE:	

DLSX SOFTWARE TEST SETUP OPTIONS

TEST: TOP SPEED - STANDING TWO MILE

START OPTION	**SPEED**		
TEST LINES STEPS	**SPEED STEP**		
	DISTANCE		
	TIME		
END OPTIONS	**END SPEED**		
	STOP DISTANCE		
BEEP-SIGNAL	**SPEED**		
AND EXTRA LINES	**DISTANCE**		

STANDING TWO MILES

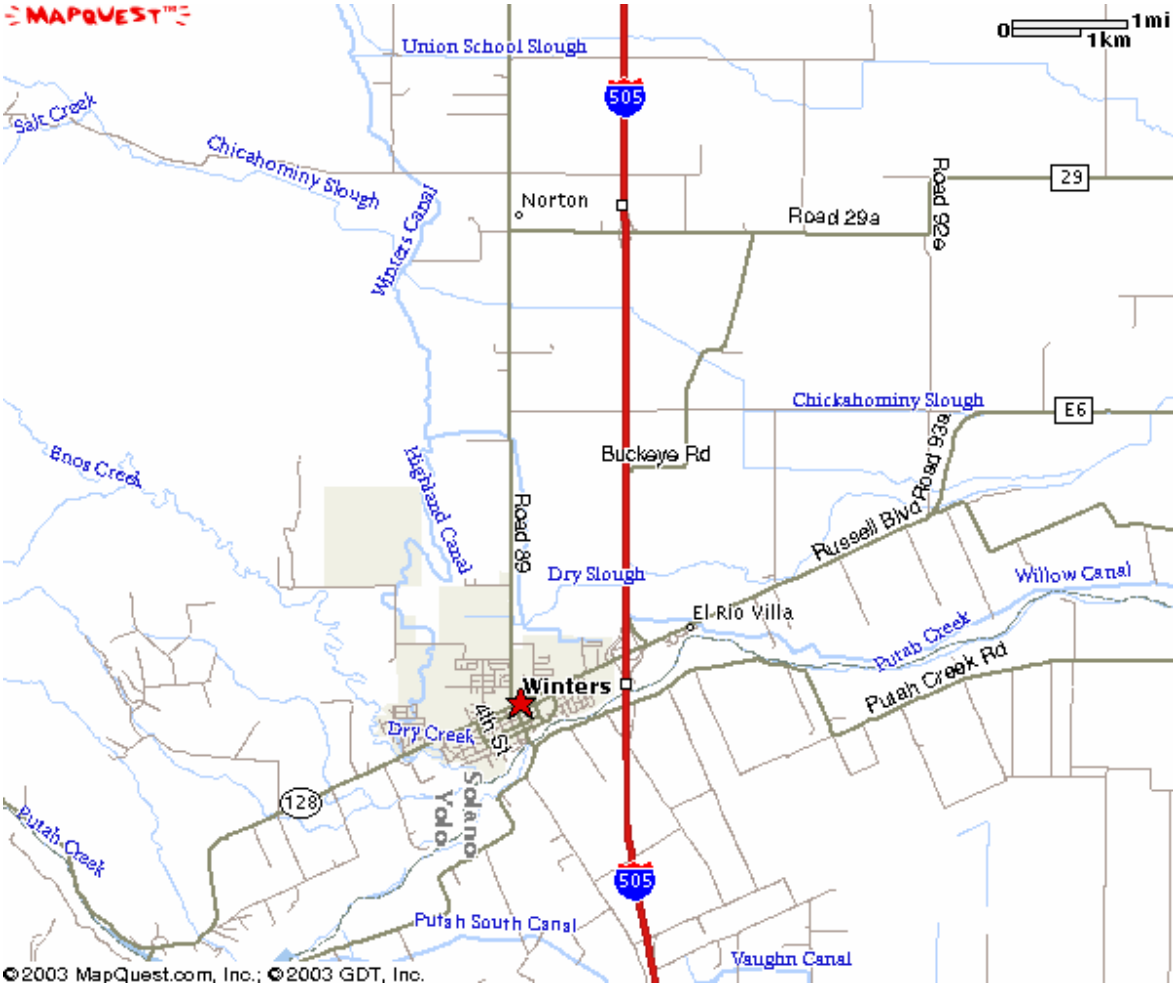
RUN	DIRECTION	SPEED	TIME	FILE NAME
1	N/B			
2	S/B			
3	N/B			

4	**S/B**			
AVERAGE:				

COMMENTS

(STANDING TWO MILES)

Map of Test Area



ACCELERATION TEST OBJECTIVES

The objectives of the acceleration test is to determine the ability of the vehicle to accelerate from a standing start to 60 & 100 mph, and from 50 mph to 100 mph.

DATE(S) OF TEST:	
LOCATION OF TEST:	**CHP Academy – 4 Lane**
WEATHER CONDITIONS:	
WIND FACTOR:	
APPROXIMATE TEMPERATURE:	

DLSX SOFTWARE TEST SETUP OPTIONS

TEST: ACCELERATION – STANDING START

START OPTION	**SPEED**	0	
TEST LINES STEPS	**SPEED STEP**	0	
	DISTANCE	100	
	TIME	0	
END OPTIONS	**END SPEED**	200	
	STOP DISTANCE	1320	
BEEP-SIGNAL	**SPEED**	0	0
AND EXTRA LINES	**DISTANCE**	660	1320

DLSX SOFTWARE TEST SETUP OPTIONS

TEST: ACCELERATION – 1/4 OF A MILE FROM 50 MPH AND 50 TO 100 MPH

START OPTION	**SPEED**	50

TEST LINES STEPS	**SPEED STEP**	5	
	DISTANCE	100	
	TIME	0	
END OPTIONS	**END SPEED**	100	
	STOP DISTANCE		
BEEP-SIGNAL	**SPEED**	50	100
AND EXTRA LINES	**DISTANCE**	1320	

1/4 MILE (1320') FROM 50 MPH

RUN	DIRECTION	SPEED	TIME	FILE NAME
1	**E/B**			
2	**W/B**			
3	**E/B**			
4	**W/B**			
AVERAGE:				

50 TO 100 MPH

RUN	DIRECTION	TIME	FILE NAME
1	**E/B**		
2	**W/B**		
3	**E/B**		
4	**W/B**		
AVERAGE:			

DLSX SOFTWARE TEST SETUP OPTIONS

0 TO 60 MPH

RUN	DIRECTION	TIME	FILE NAME
1	E/B		
2	W/B		
3	E/B		
4	W/B		
AVERAGE:			

0 TO 100 MPH

RUN	DIRECTION	TIME	FILE NAME
1	E/B		
2	W/B		
3	E/B		
4	W/B		
AVERAGE:			

COMMENTS

(ACCELERATION TESTS)

BRAKING TEST OBJECTIVES

The objectives of the brake test is to determine the vehicle's deceleration rate, brake fade characteristics, and total distance required to come to a complete stop based on eight full ABS applications from 90 mph at 2 minute intervals and one 5 minute interval.

DATE(S) OF TEST:	
LOCATION OF TEST:	**CHP ACADEMY – HIGH SPEED TRACK AND 4 LANE**
WEATHER CONDITIONS:	
WIND FACTOR:	
APPROXIMATE TEMPERATURE:	

DLSX SOFTWARE TEST SETUP OPTIONS

TEST: BRAKING

START OPTION	**SPEED**	90	
TEST LINES STEPS	**SPEED STEP**	0	
	DISTANCE	10	
	TIME		
END OPTIONS	**END SPEED**	0	
	STOP DISTANCE		
BEEP-SIGNAL	**SPEED**	0	0
AND EXTRA LINES	**DISTANCE**	0	0

ABS BRAKING

FULL ABS STOP FROM 90 MPH	DISTANCE TO STOP	
FIRST ABS APPLICATION		
REPEAT AFTER 2 MINUTES		
REPEAT AFTER 2 MINUTES		
REPEAT AFTER 2 MINUTES		
REPEAT AFTER 2 MINUTES		
REPEAT AFTER 5 MINUTES		
REPEAT AFTER 2 MINUTES		
REPEAT AFTER 2 MINUTES		
AVERAGE DISTANCE TO STOP		
VEHICLE STOPPED IN A STRAIGHT LINE?	YES ☐	NO ☐

PURSUIT COURSE TEST OBJECTIVES

The objectives of the pursuit course test is to determine the vehicles handling characteristics and performance during code-3 operations. The course simulates actual conditions encountered in pursuit or emergency driving situations in the field, with the exception of traffic.

DATE(S) OF TEST:	
LOCATION OF TEST:	**CHP ACADEMY – DEFENSIVE DRIVING NETWORK**
WEATHER CONDITIONS:	
WIND FACTOR:	
APPROXIMATE TEMPERATURE:	

Pursuit Course Testing

This test will be completed independent of all other tests. Begin the test on the Academy airstrip with three full ABS stops from 70 mph, then complete pursuit courses (A/B) and (B/A) immediately following the last stop. **NO COOL DOWN PERIOD**. The total driving time of this test is approximately seven minutes.

Pursuit Course A/B

Pursuit Course (A/B) is 1.6 miles in length. There is a full stop using the ABS system during a lateral load while making a left turn from Lanza onto Second Street, as indicated on the diagram with an (X). From start to finish, the pursuit course will take approximately 2:22 minutes.

Braking applications throughout the course are as follows:

1. Caldwell onto Smith
2. Smith onto 7th
3. Sullivan onto 3rd
4. 3rd onto Lanza
5. 2nd onto Crittenden

6. 1st onto Smith
7. Smith onto 7th
8. 7th onto Crittenden
9. Crittenden onto 6th

Pursuit Course B/A

Pursuit Course (B/A) is 1.6 miles in length. There is a full stop using the ABS system during a lateral load while making a right turn from Sullivan onto 3rd Street, as indicated on the diagram with an (X). From start to finish, the pursuit course will take approximately 2:48 minutes.

Braking applications throughout the course are as follows:

1. Caldwell onto Smith
2. Smith onto 7th
3. 7th onto Crittenden
4. Crittenden onto 6th
5. 6th onto Sullivan
6. Sullivan onto 1st
7. 3rd onto Lanza
8. Lanza onto 1st
9. Smith onto 7th
10. 7th onto Sullivan
11. Sullivan onto 5th

Excessive Brake Pedal Travel?	YES ☐	NO ☐
Braking System Provided Acceptable Stopping Power?	YES ☐	NO ☐
Steering Pull or Wheel Lock-Up?	YES ☐	NO ☐

COMMENTS

(PURSUIT COURSE)
